toles of stocks and bands will take place on Monday, the 16.5 met, at 12] o'clock, at the Merchants Ex-The earnings of the Hamilton and Dayton Railroad for February, were:

#or February, 1657

for February, 1856 The following are the receipts of the Lehigh Valley Railroad Company for the month of January:

The earnings of the Chicago and Burlington Railsead line for January and February, 1857, have been:
January 1877.
January, 1856. 26, 435, 69 . B 17,512 53 tte line are as follows: JANUARY.

Chicage, Barlington and Quincy. \$76.541.27
Oalena and Chicage Union 8.917.12
Peoris and Oqua *ks 8.669.12

The Eric Railroad Company has issued the following

The Eric Railroad Company has issued the londwarg of the Property of the Company of the Property of the Property of the Property of the Board of America Superintendent of this flood, and the Board of America Superintendent of this flood, and the Board of Americas having accepted the same, to take effect on the light jett, the dates of the General Superintendent will devolve on the Property of the General Superintendent will devolve on the Property of the General Superintendent will devolve on the Property of the General Superintendent of the Board of the Superintendent and Delaware Divisions, to be under the charge of Mr. Hugh Riddle, and the other omposed of the Board-shama and Western Divisions, under the charge of Mr. J. A. Hart.

"All passes issued in the name of D. C. McCullum, General Superintendent, previous to the let of April, to be good if used sightly the first therein presented—no passes to be good seyed the past in which they are issued.

"HOSLER RAMSDELL, President."

Attention is called to the advertisement of the Prus

Atlention is called to the advertisement of the Trus tees of the Second Mortgage Bonds of the Northern

Cross Railroad Co. in another column.

The work of construction on the unfinished portion of the Pittsburg, Fort Wayne and Chicago railroad, viz.: between Plymouth, Ind., and the city of Chicago, a distance of 82 miles, has re-commenced, and will be presecuted to immediate completion. The whole is under contract, and 4,000 tuns rails have been purchased from the Cambris, Pa., works. It is expected the line will be opened to the crossing of the new Albany and Salem road, about fifty miles cast of Coissgo, by July next. The Secretary of the Treasury has advertised that

he will continue to redeem until let of Jane next the public debt of the United states at 16 P cent preminm on the lash due in 1867 or 1863; 10 4° cent on the lean due in 1862, and 6 4° cent on the Texan Indemnity Stock. These premiums are in addition to the accrued interest. It was thought probable that the Socretary would increase the bid, as the market value of the stocks is higher than the Government price, but he has not considered it the policy of the Government to do so. The deposits at the New-Orleans Mint in February

were \$132,193. There was no coining done.

The coal tunnage on the Reading Railroad is gradually increasing. The amount brought down for the week ending on Thursday last was 27,491 tuns, against 22,385 tuns for the previous week. The tunnage over the road the present fiscal year is 307,331 tans, against 311,579 tuns to corresponding time last year—being an excess of 55,752 tans. The coal tunnaire over the Lehigh Valley Railroad for the week ending Saturday last was only 6,829 tuns, against 7,825 tuns on the pra-vious week, being a small decline. For the season to the same time the tunnage reaches 63,342 tuns. The increase in tunnage from the two regions over last year to the same time is 119,094 tans. There is no reason to anticipate a short supply of coal.

The Baltimore papers state that a writ of injunction has been served on the Baltimore and Ohio Railroad

Company, restraining it from issuing any " certificates of indebtedness," the object, of course, being to prevent the propose I issue of bonds to represent the " 30 * cent dividend" on the heretofore undivided earnings of the road.

The Buffalo Board of Trade has appointed Mesers. Dean Richmond, J. S. Buel and E. S. Prosser a Committee to visit Albany to press for an appropriation for the removal of the bar at Castleton.

The Albany Board of Trade had a meeting on Satarday. The Committee appointed at a previous meeting reported that the Legislative Committee would nonminously report an appropriation of \$25,000 for removing the obstructions in the river above and below Albany. The money to be expended under the direcnated by the Board of Trade and the other by citizens of Troy. These Commissioners are to receive no compensation and are to give bonds for the faithful perfermance of their duties. The Committee recommended the appointment of Alfred Van Santword and Thomas Schoyler as such Commissioners on the part of the Board of Trade, which was unanimously concurred in by the Board. A communication was received from Troy, designating Gorden Grant as the third Commissiener. Gov. Kirg is in favor of making the appropri-

Water, we understand, was let into the Pennsylvania Canal on Wednesday, and navigation will be fearly epened in a few days.

At Philadelphia there is a fair demand for Money. but the supply is equal to the demand, at about 9 . cent for first-class paper, and 10 a 12 for good railroad

We annex the the Message of Gov. Willard of Indiana to the Legislature of that State, sent in with the petition of the Committee of Bondholders asking relief. The memorial was received with great courtesy and referred to the appropriate Committees:

Gentlemen of the House of Representations.

The Hon. William L. Dayton and J. F. D Lanier, erq, have addressed a letter of the date of March 6, 1857, with an accompanying memorial, signed by Messrs. Palmer, MacKillop, Doni & Co., and others of 1887, with an accompanying memorial, signed to yellosses. Palmer, MacKillop, Denix C. Co., and others of the London Committee for the conversion of the debt of Indiana, George Peabody of Washington, and said Lanier and others, Committee, in behalf of A neutran holders, to me, as Governor of the State, asking that said memorial should be presented to the Legislature of the State, and through you to the people you represent. The memorial is respectful in its character, and is an appeal to the citizens of Indiana to consider their relations to the State of Indiana, to all of which they sak the respectful consideration of the Legislature, and the citizens you represent. Assume: P. Williams.

Sin: The undersigned have been appointed by the

Size: The undersigned have been appointed by the Cemmittee of the holders, both foreign and domestic, of the stock of the Wabash and Eric Canal, to present to your Excellency, and through you to the Legislature and people of Indiana, a memorial, touching the rights and interests of said stockholders, under the act of 19th January, 18te, and its supplement of January 27, 18t7.

The delay in the presentation of this memorial to a period so near the close of the present Session of the Legislature, has arisen from facts over which the memorialists had no control. The report of the Trustees of the Wabash and Eric Canal for the year 1856 was essential to the full preparation of the memorial, and its subsequent transmission to London for signatures and the return thereof, have precluded the possibility of presenting the same at an earlier day.

The undersigned likewise beg to state to your Excellency that they have in their possession, for inspection, a list or schedule of the shareholders in the said Wabash and Eric Canal, more especially represented by the names of the committees attached to the memorial, from which list it will appear that the shares are the property of persons in all the varied conditions of life; that they have not generally passed into the hands of dealers and speculators, but remain in the possession of those who originally made the investments, or their personal representatives.

We now, in their behalf, formally present to your Excellency the memorial with which we are charged, and we respectfully ask that you will submit the same to the Legislature now its session.

It is due, however, to the memorialists, that we state in advance that they do not seek any definite or final

to the Legislature now in session.

It is due, however, to the memorialists, that we stale it advance that they do not seek any definite or final action upon the subject at this time. The interests involved are heavy, and the subject in its various bear-

ings, not, perhaps generally understood. We only sak, therefore, for the memorialists a fair hearing; and that all the facts may be known and reflected upon by the voters and tax payers of the State of Indiana, and if, as is contended, the State has authorized Rainouds, which is contended, the State has authorized Rainouds, which is to the state of the state of the state of the parties, as security to the bond holders. If this has been done against the original understanding of the parties, and in viciation of the spirit, as well as the latter of the acts of transfer, it cannot be that the just minded people of Indiana will fail in the end to afford a remedy for the wrong. It cannot be that the State, in the midst of her prosperity and abandance, will be less just and liberal to her creators, than she intended to be, when press down by financial distress, and suffering under pecuniary embarrasements.

Ented Indianapolite March 6, 1837.** WM. L. DANIER.

Ented Indianapolite March 6, 1837.** WM. L. DANIER.

**The newspaper mail by the America is at hand, and

The newspaper mail by the America is at hand, and we amex our usual financial extra to from the Lon-don journals. The position of the market for American Securities is thus noticed by Messrs. D. Bell, You & Ca.:

There has been but little activity in the market for American scenifies during the past week, and priess are without material change, with the exception of Ill nels Central Bonds and Shares, which have further

Ill note Central Boads and Shares, which have fur, improved.

Rodesmable. Dividends. Prices. United States 6 & Cents 18:7-60. Jan and July 105 100 100 6 & Cent Bonds. 18:7-60. Jan and July 105 100 Marya 5 & Cent States. 18:8. Jan and July 109 19: Mars. 5 & Cent States. 19: Jan and July 109 19: Marshappit & Cent Pr. Bk.

Bonds. 19: Jan and July 40 42
Do. 5 & Cent Union Benk 19: May and Nov. 16 18

Michigan Central 8 & Cent. 1889. Marca and Sep. 91 83 ex.
N. Y. Cent. 7 Cent. 1889. May and Nov. 83 ex.
N. Y. Central 8 Cent. 1885. May and Nov. 83 ex.
N. Y. Central 8 Cent. 1885. May and Nov. 83 ex.
N. Y. and Eric 7 & Cent. 1883. March and Sep. 85 ex.
N. Y. and Eric 7 & Cent. 1862. Jan and July. 86 ex.
N. Y. and Eric 7 & Cent. 1862. Jan and July. 86 ex.
N. Y. and Eric 7 & Cent. 1862. Jan and July. 86 ex.
N. Y. and Eric 7 & Cent. 1862. Jan and July. 86 ex.
N. Y. and Eric 7 & Cent. 1863. June and Dec. —
Do. do. 18. 60. 1889. June and Dec. —
Do. do. 18. 60. 1889. June and Dec. —
Do. do. 18. 60. 1889. June and July. 89 ex.
The demand for Money has been active, and there has been nothing done under the minimum rate of the Bunk of England, which continues at 6 per cent. The supply appears to be rather limited. In the Stock Exchange the rate for loans on Government securities was 6 to 64 per cent. The arrivals of Specie include pretty large runitiances from Australia and the United States; but almost the entire quantity has been purchased for the continent. The secant realing for the East Indies on the 4th proximo will it is believed, take out about 1860,000, the greater pertion being silver.

The Bank of France have returned to taxir usual practice of discounting hids having 90 days to ran. It was in October last that they adopted the resolution to exclude all bills of more than 60 days, and this was subsequently modified to 75 days.

The return of the Bank of England for the week ending the 21st of February, gives the following results, when compared with the previous week:
Public deposits \$2.7.455.25. Increase \$2.507.633. Other deposits \$2.51.855. Increase \$2.507.633. Other deposits \$2.50.600. Decrease \$2.600. The amount of notes in circulation is £18.615.165. being a decrease of £225.670, and the stock of bullion in both departments is £10,404,630, showing an increase of £145.000, when compraed with the previous week:

The London News of Friday says:

The London News of Friday says:

The London News of Friday says: The London News of Friday says:

"The Bank of France has this day decided, as we anticipated, upon admitting to discount bills having 30 days to run. This concession is of importance, instancional and the sit indicates that the necessity for the recent extraordinary measures of restriction has passed away, is will give a gratifying ettending to French trade, which has long been cramped by the difficulty of procuring accommodation upon three months paper. The step is also viewed with much satisfaction here, since it confirms the general impression that the position of the French Bank is decidedly improving. The more favorable symptoms latterly present d by the billion movement in France will, it is hiped, warrant the managers of the Bank in dismining the foreign purchases of gold which have so long disturbed our market.

The movement on the part of the Bank of France has been followed by a fail in the French tunds; but

The movement on the part of the Bank of France has been followed by a fail in the French tunds; but this is not very corprising, parties who had effected purchases in anticipation of the event being now auxious to realize the profits accruing from the recent marked rise, the more especially as the mouthly settlement is at hand.

The demand for money in the discount market to-day was good, but the supply was rather more liberal. In the Stock Exchange money was in demand at 6 P cent for short loans on Government Securities, the in quiry arising partly from the settlement in shares and foreign stocks.

The London telegraph dispatch to The Manchester

Guardian says:
As indicated in yesterday's Guardian, the Bank of France has extended its discount accommodation to 90 days bills. This is a most searonable relief to the traders of Paris, although it must be observed that they have managed with extraordinary success to over come the difficulties imposed upon them by the Bank hitherto restricting their accommodation to 75 days' bills. Iraders will not only be relieved from some embarrassment, but general trade will be prometed by this measure. The affection is the more important, as it at once policy at the public mixed from any again.

ombarrassment, but general trade will be prometed by this measure. The alteration is the more important, as it at once relieves the public mind from any apprehension as to the maintenance of restrictive measures. The Bark is now able to show an increase of £900,000 in its bullien, and a steady secumulation from sources other than the purchase of gold in this market.

There is now the prospect of a meanmeloration is our market, because the Bak of France, not being pressed for gold, will not have to continue draining gold from the Bank of England. A check being given to the crain upon the latter establishment, it may also in time be able to increase its stock of bullion, and then calarge its accommodation to the mercantile interests. The prospects of the future are certainly improved; The prospects of the future are certainly improved; and, if the arrangements for the 4th of March prove satisfactory, there will be grounds for a fair reasonable expectation for a decided rally.

The uncasiness excited by the failures this week has

quire subsided, by the prospect of two of the firms be-ing able to pay in full.

Trade in Domestic Goods has been marked by no increase of animation. The heavy fabrics which have been detained in arrival from the Eastern manufacturit g districts, now come forward without interruption. The probable effect of the new Tariff upon prices and production of domestic Cottons and Woolens continues to be discussed, and widely varying opinions are maintained. The manufacturers of brown Cottons are very much disastisfied with the discrimination made against them, and declare that the production of brown and bleached goods will be essentially checked unless Congress shall see fit to reconsider a step taken bastily and without due consideration. The Woo'en men are, on the whole, very well satisfied with the new Parist. It will undoubtedly stimulate the manufacture of Car-pets and Blankets, and by opening our market to the low foreign Wools, diminish the supplies of the Ergish manufacturer, and consequently his ability to compete successfully in this market. Cetten goods of all kinds are held very firmly, at an advance in some descriptions. Brown Sheetings and Shutings have been advanced le. during the week. Heavy Sheetings are firm at 91c., with no concession for export. Bleached Speetings and Shirtings remain without quotable change, though the market is firmer for all goods below Sc., as these are not in full supply. Drills are firm, with a good demand at 9c. for brown, bleached 94c., blue 104c. In standard makes of Osnaburgs we notice le. advance during the last ten days, and 7-S are in good demand. Ticks and Stripes are sold up quite close, and holders are firm at prices varying from 10 #18c. for Ticks, 71 #12je. for Stripes. Denims are in rather less active demand, but held firmly at 10c. for Eagle, Pacific, Oxford, Jewett City: Otis 10 je., York and Pearl River 15 je., Amoskesg 16c. Corret Jeans are in very light stock and bring 81 a 94c. Cotton Duck is in moderate demand at 22 a 33c, for Colt's Hard Duck, 22 a 33c, for soft do. | Printing Cloths continue very firm, with an upward tendency 60x64 has brought 6c. during last week. Prints are

moving freely, and favorite styles of first-class mad-

ders sell in advance of production at 10 jc.; aver-

age do. 1fc; second-class madders 9 a 9 je In Lawns there has been less activity this

week, as the jobbers do not come forward to any

eatent on account of the unfavorable weather. Fourteen hundred bring 13 u 14c. for average etyles, 14 ju
15c. for extra; 1.200 at 10 ju 11c; 1,000 at 8 a 3 je.
Ginghams generally are sold to arrive at quotations:
Chitton at 12c; Glasgow and Lancaster at 11 ju
15a. The results are moving freely at
18a 2 Co. for ordinary fabrics, 21 u 25c. for extra a 2 just
on fine cloths. The Manchester and Paunic Companies have brought out new styles of Challies which are
very beautiful, and in advance of any previous selsen's work. Low Woolens generally are source and in,
good demand. Satinets of 46 u 50c. are in very light
supply. Kenturky Joans have advanced 2 jc. 2 yad.
Dorekin of standard makes have been in steady re
quest. Mixed clothe fir 1 dies' and gent's Summer
were are figures for. The Fancy Cassimere marker,
which has been spinitless enough for the last two or three
weeks, was still further depressed by the announcement of an anction sale of 12,000 pieces Fancy Cassimere marker,
which has been spinitless enough for the last two or three
weeks, was still further depressed by the announcement of an anction sale of 12,000 pieces Fancy Cassimere to take place on Thursday. This was the largest
sale of domestic Cassimers are made in this country.
They were largely composed of the manufacture of the
Maveri k Milk. These was a very large company in
attendance, a large part of which was rather curious
then interested. The brieding was quite spirited at
times, and the range of prices obtained was fair.
There has been no movement in Carpet at privace
sale this week as the market is unsettled and fluctuating
This is a sort of transition period for the impression of a few privace of the formal and a few privace
sale this week as the market is unsettled and fluctuating
The folia of the Carpany and an advance of a few privace
the sale this work as the manufacture of the
Maveri k Milk. These was a very large company in
attendance, a large part of which was rather curious
then interested. The brieding was quite spirited

from various causes.

This is a sort of transition period for the importing trade during which no special activity is to be looked for. Large auction sales of French and Swiss goods have been held during the week, which have rendered busingss very dull at private sale. The Silks offered have been fabrics of inferior quality, and few if any first-class goods have found their way into the suctionrooms. Really choice Silks meet with a steady sale at satisfactory prices; but a large amount of undesirable goods has been thrown upon the market which will probably be sold at some sacrifice. Cloths have been mactive during the week owing, no doubt, to the anticipated auction sa'c. We notice no recession in prices, nor any probability of recession in seasonable goods, as no quantity of these will be imported before the let July. In view of the advancing prices on the other side for fabrics of all descriptions, importers are holding firmly except in cases where men of limited capital are obliged to realize something on their stock at any price. China goods are held with increasing firmness, under the influence of late advices, and buyers begin to come up to the views of holders.

firmners, under the influence of late advices, and buyers begin to come up to the views of holders.

REFORT OF THE TERRE HAUTE AND ALTON RAIL-ROAD COMPANY.

The Terre Haute, Aiton and St Louis Railroad Company being constituted by the union of two distinct corporations, a short statement of their separate history and location seems accessary to a correct understanding of its character and condition.

The Terre Haute and Alton Railroad Company was originally incorporated by the States of Illinois and Indian. Its charter from the former State bears date of January 18, 1851; and from the latter, February 11, 101. This road as originally proceeds detended from Ferre Haute, Indiana across the State of Illinois, to the City of Aton, on the Missishipa River (25 miles above 8t. Louis), a distance of 1524 miles. The work upon this road was commenced in the Sum ner of 1552 and prosecuted, under various delays and discumpanished, until the latter part of February last, when the the et the road bed though undrished) was in condition for the passage of the first houndow over its entire length. The road was constructed in two divisions—the Easter, extending from Terre Haute to Fans. the Western from Pana to Aiton. Fortions of both divisions were esperated by the Company, with a daily mixed train, as soon as any consecutive parts of the track were passable. The clases at which the different portions of the road were open for local business are as follows:

Force Haute to Fand View (25 miles). Nov. 13, 1854 Terre Haute to Grand View (25 miles). Jan. 25, 1854 Terre Haute to Embarras River (42 miles). Jan. 25, 1855 Terre Haute to Grand View (25 miles). Nov. 12, 1855 Terre Haute to Grand View (25 miles). Nov. 12, 1855 Terre Haute to Grand View (25 miles). Nov. 12, 1855 Terre Haute to Grand View (25 miles). Nov. 12, 1855 Terre Haute to Grand View (25 miles). Nov. 12, 1855 Terre Haute to Grand View (25 miles). Nov. 12, 1854 Terre Haute to Grand View (25 miles). Nov. 12, 1855 Terre Haute to Grand View (26 miles). Nov. 12, 1854 Terre

A fit 5-5 of the contraction of the conduction of the period were \$41.54 of 7-4-bont to \$\$\phi\$ continues of the road during this period were \$41.54 of 7-4-bont to \$\$\phi\$ contains were necessarily so blended with the Construction-cowing to the transportation of materials and ballast, and expenditures upon unfinished track—as to make it impossible to ever them with exactness. The entire amount, however, realized from this source, was expended upon the road as earned, and is included in the Construction Accounts.

read.

The Belleville and Illineistown Rairoad Company was incorporated by the State of Illineis, June 21, 1852, originally for the construction of a line from Belleville to Illineistown, opposite the City of St. Louis, a distance of fifteen mise. This portion of the road was completed and put in operation early in the Fall of IlSA. Under a clause of the charter, the road was extended from Illineistown to Wood River Junction—a point on the Terre Haute and Alion Railroad, for mand-shalf mises east of Alion. This extension was completed in the month of October, 1865. The great importance of this connection to the Terre Haute and Alion Railroad, in farnishing an outlet for its business to the City of St. Louis, had induced that Company to equire a controlling interest in the stock of the Belleville Company. The extension formed a part of the through lime from Terre Haute and Alton Company from the through lime from Terre Haute and Alton Company from the commencement of its through business. The lower portion of the road, catending from Illineistown, southeasterly, to Belleville, redes for its business through the stock of the Belleville, redes for its business through the Company from the commencement of its through business. The lower portion of the inext, catendary for the business between St. Louis and that point is large and increasing. The other value of this perion of the line will executively be derived from coal transportation. The cash-fride commence at the bloods of the American Bottom—acven miles east of St. Louis and actend to Belleville. This coal is of good bituminous quality, well adapted to manufacturing and domestic purposes, in exhausitible in quantity, and easily worked. At the time of coals lidation this Company owned a body of 1,000 acres of coal linds of great value, bodering on the road, the development of which and of other coal interests is already turnishing a large business to the road, and offering more than its present capacity to do. At the concolidation the Belleville road, also, as id. The Belleville and Illineistown Rai road Company was local

spart of its useds, formance by the privileges at St. Louis, which is "St. Clair Ferry," and other privileges at St. Louis, which is "St. Clair Ferry," and other privileges at St. Louis, Railroad Company (as howe stated was formed by the consolidation of the two somewhat before alluded to. By resolutions of their Boards of Discretes, the Executive Committees of the respective roads were inthosized to arrive upon the terms of consolitation, and submit the same, by circular, to the shockholders. An agreement was accordingly made. Am f. 1166, and submitted to the stockholders of both roads for their approval or rejection. The time for the return of votes from stockholders was exceeded to Son Octher return of votes from stockholders was exceeded to Son Octher stockholders.

coordinaly made. Aug. 6, 1806, and or rejection. The name of sof both roads for their approval or rejection. The name of the return of votes from stockholders was extended to Soft October choults, at which time the votes were submitted to the Directors, and showed a subjective in favor of the controlled in. Measures were accordingly taken to effect it. The conduction. Measures were accordingly taken to effect it. The return of controlled in the directory of articles of comolification were submitted to the Directory of state (in accordance with resolutions of their Boards), on the Sont of October, 186.

From the copy of the Articles of Consolidation, hereto appended, the terms on which it was made appear. It will also be seen that the affairs of the new company were placed in that generally the formerly been connected with the Terre Haute and Alton Company. At the first meeting of Directors the road was likewise intrusted to the former officers and management of that Company. The consolidation, therefore, did not charge or affect the policy of the Terre Haute and Alton Company. In any material manner, it was considered by Alton Company in any material manner. It was considered by their formers of the terre that the state of vital importance to the stockholders of that Directifs the toad was likewise intrinsed to the former officers and management of that Company. The consultation, therefore, did not change or affect the policy of the Terre Haute and Alton Company in any material mainter. It was considered by the Directors as of viria importance to the stockholders of that Company to consect with the City of St. Louis as a western terminus in order to accure a proper development of their property in that road. It is confidently expected that the future will show the wisdom of the policy.

The funded do not of the road, at the time of consolidation, was comprised as follows:
Terre Haute and Alton 1st mortgage bonds, 7 P cent. \$1,000,000 Terre Haute and Alton 2st mortgage bonds, 8 P cent. \$2,000,000 Belleville and Illinoistown 1st mort bds. 7 P cent. \$50,000 Belleville and Illinoistown 2st mort bds. 7 P cent. \$50,000

Total \$4,000,000
The Amount of the consolidated capital stock then issued and

Length of sixings.

Length of sixings are all laid with heavy T rails. The track, however, is only bullasted in portions, and partially fenced, but in good several condition, and constantly improving.

The Financial Adairs of the Company are shown by the appended statements of the Treasurer. By reference thereto appended statements of the Treasurer. By reference inserts will be seen in detail, the assets and liabilities of the Company, as appear by its books at the present time.

It will be seen that the entire net earlings of the Company, from the commencement, have been used in constructing and equipping the read. It was apparent that this application must cultimate for some time to come, unless additional jesuance werk

, have been used in constructing and as apparent that this application must come, unless additional resources were

First Morrage Bonds, 7 & cent. \$1,000,000
Second Mort. Bonds, 5 & cent. \$2,000,000
Ent.eville and littleterway R. R. Co.;
First Morrage Bonds, 7 & cent. \$20,000
Second Morrage bonds, 7 & cent. \$20,000
Loco,000

First Morrage Bonds, 19 cent. \$40.000 1,000,000

Second Mortage bonds, 19 cent. \$50,000 1,000,000

And the ren sining \$1,000,000 of bonds, excented under the said morrage, shall bear interest of 10 p cent pt annum, and be payate in 18 years and shall be for the new and disposition of the Company from time for completing and equipped its coad, and such other extigencies as may be required, and that the President be instructed to execute record and deliver said morrage, and to have prepared said brinds, the same to be struckly the Fresident and Treasurer, and attented by the said of the Company, with semi-annual interest compans, single by the Toessurer.

That \$500,00 of the 10 P cent bonds secured by the above normage be now offered to the stockholders of this Company, on the following terms:

Stockholders to be allowed to subscribe in the proportion of 50 pc cent of their stock for bonds, of par, care half of which may be payable in the scrip stock certificates of the Company, and on-bold in carb.

The carb payments to be made as follows:

Twenty pc cent on the lith of Nov. 1856.

Twenty pc cent on the lith of Dec. 1856.

Twenty pc cent on the lith of Dec. 1857.

Twenty pc cent on the lith of Dec. 1857.

Twenty pc cent on the lith of Dec. 1857.

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The six him grand beautiful to the candod of the company and the lith of the lith of the lith of the lith of

bonds, shell be formed by an annual contribution of one and a quarter per cent per annum on the amount of bends issued under this mortage.

The sit him find shall be in the custody of three Commissioners, who shall be the President and two members of the Board, or a of which two members shall be changed every year. The fund shall be invested on or before the first day of Jancary of every year, by the Commissioners, in the bonds issued under this mortage, whenever the same can be purchased at par, or below, or in the Stock of the United States, or State of New York, and that they shall report every year, the number of bonds cancelled, and their respective numbers; and the same shall be entered on the records of this Company.

The Board have the picasure to state that the amount of bonds that depend on the records of this Company.

The want of the road, however, like all others newly opened, are still numerous. The rolling stock requires an increase—aid divious station secon modations and stilings are needed—the further finishing up drainage, ballassing, and fencing of the track are imperatively required. A telegraph is also muon needed—as an indispensable adjunct, for the success ull working of the road. To meet these wants, the only in the construction begattern must be continued prudently during the current year, and a portion of the residue of staking fand bonds, provided for that purpose, will dealbries be required in addition to the need carrings of the road.

In connection with the past finances of the road, it is worthy of remark, that it has been constructed and equipped thus far, during a season of unparalleled difficulties in the financial of units of unparalleled difficulties in the financial in connection with the past finances of the road, it is more than the past finances of the road, it is more than the past finances of the road, it is more than on the past finances of the road, it is more than on the past finances of the road, it is more than one of unparalleled difficulties in the financial.

ison.

By reference to the statement of the Superintendent's Report it will be seen that
The gross earnings of the entire line since March 1, 1833, a period of ten mouth, are.

Book 360 49
Operating expenses of all kinds, during the same period, are.

330,523 30

The inholar statement exhibits the tunings of freight moved over the road in net tuns, to and from all stations, eastward and werward at an aggregate of 127,061 915,070 time.

This road experienced, in common with others, both East and West, during the past Fall, much emborassment from the lack of sufficient freight equipment, for the large through business that was thrown upon the various lines. That the recurrence of this may, is fature be obvisted, by increase of facilities, as well as the adoption of a better bounces system where to count of done much to thorsase the amount of turnous freights increase of machine to sunt of done much to thorsase the amount of turnous feel to the low prices of transportation, and growing disposition of merobants and slippers to patronize railway transportation, perhaps that mer influence in producing this result. If this inter-opinion be correct, an equally heavy business may be auticipated as the active assens again approaches, and this Company with enfeature to be fully prepared for it.

The proper dispatch and regulation of freight transportation is the most disjoint and humand applies of roads. But, in administration of the correct and active to the fully prepared for it.

The proper dispatch and regulation of freight transportation is the north disjoint and humand applies of the road, that rack terminated at the Illinoistewn station, one and a quarter unless from the ferry in disign on the island oppose as Louis, subjecting the delivery of goods at that point to the delay and become venices of heirip bandlad by came between the station and ferry. It was not until mid Summer that the trait could be attended across the east channel of the Mississipp, on the listed, and drome the country of the form of the proper of the fine of the produce of the fine of the produce of the fine of the fine of the fine of the produce of the fine of the produce of the fine of the produce of the country of the owner of the fine of the country of the owner of the fine of the country of the fin

increased by the addision of three locomotives, three mail and begasse cars, five presented are, fifty freight has cars, and fifty platform cars. The present equipment consists of 20 Passelger Cars.

30 Passelger Cars.

5 Mail and Barcage Cars.

515 F eight tars.

The business of the pas. Fall renders it apparent that this equipment must be innessed consisterably to misst the present of amounts appear the read, and employ is due transact, with commonly, the business off ring. Contracts have been made for several new locomotives three of which are nearly completed, and with a upon the road in a few weeks. Arrangements are about consummated for a considerable increase of freight cars during the approaching Spring. The machinery and cars of the

ASHES—The market is quiet for Penis at \$7.3% \$7.50.

Pots a ein fair request and are firm at \$7.7% \$7.5%;

COTTON—There is rather more torse to the market, but priness are somewhat irregular A good business has been done, the bales amounting to 5,000 to 6,000 bales. We repect last quotators, though not more of a guide to the whole market:

ster summering to Assent so, 2000 and the way represent series are according to Assent so, 2000 and the way represent series are also as the control of the

exas, &c."

HOPS—New are without important change; the receipts
nortime liberal; sales of 50 bales at Sullie, for ordinary to
boke first souts. Of old, sales were made of 200 bales on terms
of rate table.

at 60c.

NAVAL STORES—Spirits Turpentine has been devoid of animation, and the indications are that prices have not yet touched bottom, as byers refuse to purchase unless at a further recession in pales. Bodders are demanding 48c., cash, but buyers do not offer over 47c., which is the lowest price made known as yet, but we learn that sales of 290 bbls, were made a few days since at 68c. cash, but the particulars were not allowed to transpire at the moment; the stock is fully equal to the demand, and the receipts in prospect are fair. Crode is insminate and is held above the views of buyers. Common Rosm is in light stock, and is very firmly held; we have early to note sales of 29 bbls, at \$21.9 4 lb, delivered, most holders are, however, firm at \$1.82, \$9.10 bbls, strained do. at \$1.24, h yard. No I Rosin continues in active request at the advance; sales 50b bbls, the Pine quantities are scarce and wanted. Tar is in active request for export, but the extreme prices now asked restrict transactions materially, sales \$50 bbls. Washington at \$2.12, as it runs. No shipping Tar can be purchased now held \$2.25, and the tendency is still upward.

OHS—English Linssed remains quiet but prices are firmly substited. American is in fair request to the regular trade at \$6.00 bc, in cashs and in barrels. In Guide Whale nothing for ther has transpired, the market is buoyant at 70x15c. Cride Sperm is quiet, owing to the meager stock and the extreme prices asked. Laid Oil is firm at \$1.10x5cl is, cash and is most request to the regular trade at \$6.00 bc, in cash and in barrels. In Guide Whale nothing for the first transpired, the market is buoyantal 70x15c. Cride Sperm is quiet, owing to the meager stock and the extreme prices asked. Laid Oil is firm at \$1.10x5cl is, cash and is made at \$1.00x5cl. The Oil is firm at \$1.10x5cl. The Cride Whale nothing for Pork for consumption is

prime at [7]c. cash.
WHISKY-The market is rather firmer, the supply light;
sales of 200 bbis at 27]c. and small lots 27]c.

Liverpool Markets.

[By The America]

On Saturday last the Cotton market assumed a steadier tone than had been previously manifested; ather more business was transacted, and extense prices were correct. On Monday merings, upon receipt of the Arabia's news, holders in many merings, upon receipt of the Arabia's news, holders in many merings, upon receipt of the Arabia's news, holders in many merings, upon receipt of the Arabia's news, holders in many merings, upon receipts not equal to the general arthopation the failure of in the receipts not equal to the general arthopation the failure of a pune caused, and up to iteday we have ned a being only moders e, the exports to Great Britain larger, and the mining operations are just commencing upon the lands are force of sixty colliers, teamsters, etc. The mining operations are just commencing upon the lands leaved to Mr Troesdail, with every assurance of energed is work and rapid development. The business of the Branch, for the year past and the prospect of the rapid increase of its doubt lost less and the prospect of the rapid increase of its doubt lost. The business training the received in the state of the main line.

During the past Autuming the rolling spock of the road has been

bases, of which 4,770 are on speculation and for expert. The sales to day are 7,000 bales, 1,500 on speculation for expert. The total sales this week are 43,750 taxes, of which speculation have taken 3,400 American, 250 Perrano, 1,700 Basis, 160 Experian, and 800 Sursat. Exporters—1,730 American, 1,730 Europea, 250 Basis, 160 Experian, and 2,500 Sursat, thus leaving 31 are 1,750 Basis, 160 Experian, and 2,500 Sursat, thus leaving 31 are 1,750 Basis, 160 Experian, and 2,500 Sursat, thus leaving 31 are 1,750 Sursat, 1500 Sursat, 1500

bergard by the addition of three bottom frees, there may be served by the special care with platform tasts. The plate contents of the past of the past

continue liberal; sales of 50 bales at 8 of 16, for ordinary to choice first sacts. Of old, sales were made of 200 bales on terms hot made public.

HAY—A good shipping demand, the market steady; sales of 500 bales at 90 200. Pt 100 fb.

IRON—Scotch Fig 18 beld with increased firmness, and no 18 prime American brands can now be purchased under \$14 50, 6 nos. Sales 50 tuns from yard at this price. Common Bars are in light stock, and are finn at \$60, 6 nos. Refined are held firmly at \$67 50 x \$670, with only a limited supply offering. Sheets are in moderate request at \$15 0 x \$60 x \$6.0 x \$60 x

letters. March 2, lat. 56, Jun. 56, passed schr. Emms, bound S. The ship Herculean passed Angier Dec. 25, from Singapore for New York, bark Sarah H. Snow passed Dec. 7.

Ship Victory (new), Ainawarth, Newburryport 26 hours, in tow of steaming W. H. Webb, to D. Ogden.

Bark Pilot Fab, Hoyt, Bahis and 10 days from New-Orleans twhere she put in for orders), with collect order.

Bark Dorelle (Brem.), Graisan 41 days, with mose and pass, to Hernson Koope & Co.

Bark Warren White (of Boston), Dillingham, Busons Ayres Feb. 1, with hides, & C., tomssier. Said-discompany with Feb. 1, with hides, i.e., to master. Said-discompany with Feb. 1, with hides, i.e., to master. Said-discompany with 11, lat 44 68, ..., ion. 34 38, spoke of hipper sing Serier Newsia, 45 41, lat 44 68, ..., ion. 34 38, spoke of hipper sing Serier Newsia, 46 42, from Callao, for Hampton Roafs. 3d inst, lat. 27 99 N., ion. 66 58, spoke scht. Giobe (of Washington, N. C.), steering south.

South.

Brig Suwannee (of Camden), Scerman, St. Marks, 15 days, with cutton to Smallwood, Anderson & Co. Experienced heavy weather on the coast.

Brig Ealcolah (of Gardiner, Me.), Helah, St. Johns, P. R., Fen. St. with sugar to Nelson, Clements & Co. Sth inst., Cook Hatteras bearing S. by W. 25 miles, spoke with: Frank A. Hatteras bearing S. by W. 25 miles, spoke with: Frank A. Hatteras bearing st. of Philadelphia, 15 days from Havana for New-York, with last of foremant, bowsprit and head of mainmast; wanted no assistence.

Big Henry McChlery (Br.), Weight, Barbadoes via Autigut (where she put in leaky) 21 days, with molasses, &c., to Leag-

Big Henry McLardy (2014). With monasces, &c., to Leaguralt & Co. Had heavy weather.

Blig T. M. Mayhew, Hall. Bermuda March 6, with hides, &c., to Wm. M. Smith & Co. Sailed in company with achr. Mississippi for Jackstaville.

Scir. Meteor (of Bridgeport). Sturges, Turk's Island via Betmuda March 1, with 7/80 bush, sait to order. Experiences.

mode March 1, with passage and others and state of the heavy weather the entire passage. Sonr Frances Harch (of Castine), Conner, Mayagnez 25 days, with sugar and monasses to Lubach & Schepler, vessel to master. Experienced very heavy seather; split sails, &c. Experienced very heavy seather; split sails, &c. Schr. Arilington, Murch, Mobile 20 days, with cedar and cotton to Engle & Hazard. Had very heavy seather; lost sails,

ton to Eagle & Hazard. Had very heavy weather; insteads, &c.

Schr. J. A. Swett, Swett, Wellfleet, with fish.

Belin: Joseph A. Carr, Endicott Philadelpoia with coal.

Schr. J. H. Animend, Rogers, New-Bedford, with oil.

Schr. Pharo, Robits, New-Bedford, with oil.

Schr. Pharo, Robits, New-Bedford, with oil.

Propeller Georges Creek, Osger, 72 hours from Baltimore, indee, to H. B. Cromwell. Lay to 24 nours in Chesapeake Bar, during a heavy gale from N. E.

Propeller Potomska, Cushman, New-Bedford.

Propeller Quintechay, Hollan, Norwich.

Propeller Quintechay, Hollan, Norwich.

SAILED-Ships Dreadought, Samuels, for Liverpool; Webster, Lawrence, for Liverpool.

WIND-During the day, from W.S.W. to S.E.

By Telegrupk.

By Telegraph.

BOSTON, March 14-Arr. ships Union and Redwood, Calcutta, Seramore, Sparking Wave, George Hallett, Champlain, and Jesian Quincy. New-Orleans, backs Addo Kimbali, Cadders, Sam Slot, Messita, Sebra Brooker and S. Corwin, New Orleans, steamer Wm Jenkies, Baltimore.

Below-Steamer City of New-York, from Pinadelphia.

15th-Arr. ship South Carolina, South, New-Jricans, back
San Jachton, Weeks, Gureston.

I'm-Arr. sing South Carolina. Survivol.
San Jachto, Wee ke, Gaurestolin.
CHARLESTON, March. 14.—The U.S. M. steamship Southerner, Marray, from New York, arrived here this (Saurday) morphog at 8 o'clock.
SAVANNAH, March. 14.—The U.S. M. steamship Plorida, arrived here to-day in 62 hours from New-York.